



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



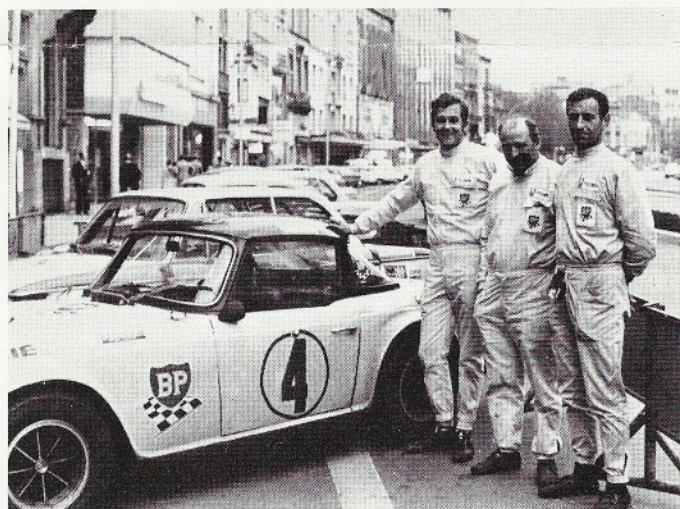
NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 15, NUMBER 9

SEPTEMBER, 1969

TR-6 CONQUERS NURBURGRING



Posed with the top TR-6 in the 1969 Marathon de la Route, held at the Nurburgring, are drivers Barbara, Carpentier and Duvauchel. Organized by the Auto Club of Belgium, the event takes 84 hours.

A TR-6, driven by three stalwart Frenchmen, has survived 84 hours of pounding around the Nurburgring to take 3rd overall and first in the regularity category in the 1969 Marathon de la Route. It was the only car to finish the event without penalty points.

Running against factory teams from Lancia, Datsun, Mazda (Japanese) Ford of Germany and Torino (Brazilian), the lone Triumph was bested only by a Lancia Fulvia 1600 and a BMW 2000. In the regularity category, the object is to go the greatest distance with the least penalty points and this was accomplished in the best way possible . . . no points!

Drivers were Messrs. Barbara, a Triumph dealer from Lille, Carpentier, an employee and Duvauchel, a gentleman farmer.

LOCAL CLUB NEWS

Dial-A-Rally

This is one you won't believe until you dial it! The Triumph Sports Car Club of New Jersey has inaugurated a new service for all interested rallyists. A permanent phone number has been set up and, when you call, you will hear a recording which will give you dates and infor-

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Bob Tullius prepares to lead the victory lap after winning CP at Bryar, N. H. With him is Chris Andrews, Vice-President, Administration, British Leyland Motors, Inc.

COMPETITION NEWS

The Group 44 Triumph Racing Team competed at Watkins Glen, New York, Aug. 9-10 weekend and leader Bob Tullius clinched the C Production Divisional Championship. The weather didn't smile very much on the team as all five cars had to race in the rain. However, all five had pole position.

In a complete downpour, Bob Krokus led off the G Production race with probably his slowest lap in history. But he stayed in the ever important lead position throughout the whole race and came in first in his Spitfire Mark II. Bob needs one more first place trophy to win the G Production Division Championship.

Bob Tullius in the TR-6 and Bruce Jennings in his Porsche had another exciting race, just like Cumberland, where they battled the full 30 minutes. Bob maintained the lead for all 17 laps and beat Bruce to the checkered flag by three seconds. His average pace was cut some 35 MPH by the rain. The victory makes Bob the C Production Divisional Champion, assuring him an invitation to the American Road Race of Champions to be held at Daytona Beach, Florida, in November.

Mike Downs in the GT-6+ won his fifth race in a row.

John Kelly had a continuation of bad luck after a brilliant

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LOCAL CLUB NEWS

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mation about all events to be held in the area during that particular week. This is undoubtedly a first for TR clubs and a real milestone in service to enthusiasts.

You don't believe it? Call 201-694-0872 and prepare to be amazed and delighted. Congratulations N. J. TR group for a terrific idea.

NEW JACKETS FOR THE GIRLS

Last month we promised to give you the dope on ladies' sizes and here it is:

Jacket Size		Dress Size	Blouse Size
Small		8-10	30-32
Medium	<i>If you wear</i>	12-14	34-36
Large		16-18	38-40

When ordering, be sure to specify *ladies*. Louisville Manufacturing also can make children's jackets in even sizes beginning with 4 at the same price but requiring two or three weeks extra time for delivery.

All members please note: Order jackets only from Louisville Manufacturing. All other items should be ordered from TSOA, Leonia.

COMING EVENTS

Date: October 12, 1969
Club: Triumph Sports Car Club
of Delaware Valley
Type of Event: Rally- T S D
Starting Location: Klein's Shopping Center
Sproul Road & U. S. #1
Springfield, Dela. City., Penna.
Finishing Location: Kennett Square, Penna.
Registration: 11:00 A.M.
First car off: 12:00 noon
Entry fee: \$5.00
Awards: 3 classes or 10% of class
Miscellaneous: Food and Beverages available
Contact: Robert Leonetti
73 Merwood Drive
Upper Darby, Pa. 19082
A/C 215 FL 2-0104
Marj. Twilley
Newville Road
Chalfont, Pa. 18914
215 822-9075

GHOULS TO LURK IN NEW JERSEY

Once again, the Dracula's Revenge Rally will rise from the depths of Clifton, New Jersey and slink through the night for 75 miles (straight TSD) including several graveyard check points.

Date: November 1st, 7:00 P.M.

Start from Bowlero, Route 3 and 46, Clifton.

Awards: 1st to 3rd equipped and unequipped. Also Novice and S.O.P.

Entries: Pre-registration required. Send \$5.00 to the Transylvanian Coffin-Maker, Phil Morini
500 West End Ave.
New York, N. Y. 10024

100 Point Penalty if not fully Costumed (nudes excepted)

(Once) Upon Rallyists and Rallying

Reprinted from *Triumph Tracker, Triumph Touring Club of Rochester*

(An untoward guide toward conducting yourself with dignity when accosted by a gabby and curious pedestrian, i.e. non-rallyist.)

In this era of rapidly burgeoning interest in interesting motorcars, today's rallyist must pause for a moment's time and reflect upon his or her self-importance. It is perhaps significant that we are different. Being different (and important) carries a special burden. Pen in hand, I, an uninhibited thinker and doer, have decided to put down for posterity my more relevant and cogent thoughts on the matter.

Stop being defensive. When approached by a tyro and asked "All About Rallying", he invariably assumes that rallying is "just like racing, kind of". Don't deny him this thrill of having met a real racer. Tell him yes, rallying is exactly like racing, then go on and tell him all the differences like never exceeding posted speed limits, like doing THE THING on public roads, like not knowing the course beforehand. He will be more impressed if you tell him his assumptions were correct. This in turn will allow you to feel more smug.

Don't beg. Break the habit of telling everyone you meet about how much fun rallying is, and how easy it is, and how Anyone can learn how to do it, and that you can rally in any kind of car and that, "lucky you, there's one coming up this very next Sunday", and that you don't need any special equipment, and that you don't have to be a member of a club, just come on out and pay your \$3.50, and all that bull.

Instead, tell him the truth. Tell him how difficult and complicated and specialized it is. Tell him how in one short Sunday afternoon he will probably destroy his family saloon and possibly himself. Tell him how his ego will be annihilated trying to outguess the rallymaster and always loosing. Tell him how the in-car in-fighting will cause his fiancé to never speak to him again. Tell him how he won't stand a chance of winning a rally until he's spent thousands of dollars on a car and equipment. Having told him this, you will know with absolute certainty that he'll be out there next Sunday. Leave the lying to the newspapers and magazines.

Don't undervalue your equipment. Keeping in mind (how could you forget) all those beautiful U. S. Treasury negotiable dollars you spent to buy that nice shiny, brand new Volvo 142S with overdrive and reclining seats, and how much it cost you to install a front wheel drive odometer and a Tommy Box and pick up those Heuer watches and that Alpina and that nice Zenith trans-oceanic short wave radio, and you're a fool if you're modest about what it cost you. Lie on the high side!

Keep in mind that in general, anyone without a special interest in automobiles is a vuk. When you are confronted with an angry shotgun wielding farmer whose chicken, pig or cow you have just sent to that great pit stop in the sky, be patient with him. He probably doesn't share your enthusiasm for rallying and hence he probably won't understand you. Don't get angry at this type of person. Just pay the man the value of the beast and hurry like hades to get back on time. It'll save you a great deal of agony and grev hair.

Roundaboutlv, I think you will have a better attitude and get along better with pedestrians if you realize that these people can't possibly have souls. Either by virtue of some vast conspiracy, or incredible collection of bad luck, they have never been exposed to motor sport. It warms my

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E and F Production are frequently combined in racing these days and the Northeast winning combination is usually the one above ... Group 44's GT-6 Plus and the Mk3 Spitfire. Drivers here are Brian Fuerstenau in the GT and John Kelly in the Spitfire.



The newest racing enthusiasm in the El Paso area is mini-stockers. The first time out, this Triumph 1200, driven by Byron Pearce, started eleventh and finished second. Byron is an ex-National SCCA driver and star salesman for Vic Thunberg Motors, El Paso. Byron is running against all sorts of imported sedans, including Opels, Toyotas, VW's, Renaults and Fiats and he is using a good number!

COMPETITION NEWS

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drive. John led every lap of his 30 minute race except the last 100 yards. Jerry Truitt pushed John during the whole race and got by on the inside of the last turn. He took the checkered flag as Kelly swung a little wide. John still maintains the points lead in F Production for the Northwest Division.

Fuerstenau Captures Double Victory at Lake Afton Nationals Aug. 17

Driving an E Production (EP) Group 44 Triumph GT-6 Plus in the combined E and F Production contest, Brian Fuerstenau outdrove the rapid Porsche Speedster of Larry Myers of Boulder, Colo. and a horde of other Porsches, MGBs and Morgans to capture his first EP win of the year. This was the first time he has driven the car in national competition. Dave Dooley took 3rd in his GT-6+.

Driving a TR-4A in the combined C and D Production, B Sedan and D Sports Racing event, Fuerstenau came back again to capture first in DP and second overall behind the Cp Group 44 TR-6 driven by John McComb of Hutchinson, Kan. Fuerstenau engaged in a close duel with the Datsun 2000 driven by Dan Parkinson of Glendale, Calif. until Parkinson lost his brakes on a tricky turn and got stuck in a ditch.

John Kelly of Washington, D. C. also captured a win in a Group 44 Spitfire Mk3. Kelly already has compiled enough wins and second places to clinch the F Production Northeast divisional championship and is assured of a starting position at the American Road Race of Champions in November at Daytona Beach, Fla. Two other Group 44 drivers, Bob Tullius and Mike Downs, both of Falls Church, Va., have also clinched divisional championships in the Northeast Division.

KENT, WASH.

Carl Swanson, driving his Triumph GT-6 Plus in the Ep race at Seattle International Raceway, literally ran away from the competition to win his seventh national race of the year.

Jim Cashin, of Manhattan Beach, Calif. finished second in CP in a new TR-6. This is the first time Cashin and the TR-6 have entered a race this year.

Triumphs Score Racing Victories Over Labor Day Weekend

SALT LAKE

A large championship entry of sports cars and drivers braved heat and fierce competition over Labor Day weekend to participate in the Great Salt Lake National Championship Sports Car Races at Bonneville Raceway.

Coming out on top in the closely fought F Production contest was a Spitfire Mk3 piloted by Lee Mueller of Lynwood, Calif. In capturing his fourth win of the year, Mueller outraced another Mk3 driven by Terry Hall of Pomona, Calif. who finished second, and more than a dozen other FP entries.

In the Ep race, Don McGaffee of Phoenix, Ariz. drove his Triumph GT-6 Plus to capture his first checkered flag of the year. He has now moved up into second place in points standings in the Southern Pacific Division behind Carl Swanson of Hawthorne, Calif. Swanson, who has already clinched first place, also drives a GT-6 Plus.

SAN MARCOS

Jim Ray of College Station, Texas pulled away from the pack of other FP cars in his Spitfire Mk3 on the twisting 1.6 mile San Marcos, Texas, airport road course to win his third race of the year and firm his hold on the divisional lead.

In the combined G & H Production, C and D Sedan event, Tom Waugh of Dallas, Texas won first overall and first in class in his Mk2 Spitfire. Costa Dunias of Odessa, Texas finished second in GP behind the wheel of another Spitfire.

BRYAR

Group 44 sports cars driven by Bob Tullius and Brian Fuerstenau, both from Falls Church, Va., and John Kelly of Washington, D. C. won their respective C, E and Fp races in the national championship sports car races over Labor Day weekend.

Tullius drove his Triumph TR-6 to a first overall and first in class in the combined C and D Production, B Sedan event. Fuerstenau captured the EP fray driving the Group 44 GT-6

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COMPETITION NEWS

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Plus. And Kelly captured the checkered flag in FP behind the wheel of a Spitfire Mk3.

William Goddard of Providence, R. I. drove his Spitfire Mk2 to a first in GP and a second overall finish in the combined GP and C Sedan event. This was Goddard's second National victory of the year.

READING

Keith Kendig of Leola, Pa. drove his DP TR-4A to a first in class and first overall finish in the regional races, Aug. 24. He took the checkered flag 30 seconds ahead of his nearest competitor, a Lotus Super 7 piloted by Art Bruderick of Reading, Pa.

Kendig, who usually drives his Triumph in Hillclimbs, set a new lap record bettering the old mark by more than three seconds.

BLACKHAWK FARMS

Ron Letellier's GT-6 Plus ran away from the Ep competition in the combined E Production, D Sports Racing event in Sunday's national championship sports car races. Letellier took the lead on the first lap and went on to win by 14 seconds over the second place car, an MGB driven by Jim Sandbern of Iowa.

(ONCE) UPON RALLYISTS AND RALLYING

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soul every time I have had some influence in getting a person to buy a foreign car, for foreign cars (especially TRIUMPHS) are good, and the symbolic gesture of purchasing one means I have led yet another person to Goodness and Truth; we have gained another convert.

As a parting (sign) thought, at all times, BE ALOOF, AVOID BECOMING CHUMMY, remember that you're better (or crazier) than he is.

(A. J.) Sabalis

SERVICE INFORMATION

Stop Light Switches

Spitfire MK III, GT-6+

A modification is now in effect in order to prevent premature failure of the stop light switches, Part #134529, due to the switch being physically damaged by the brake pedal lever.

The modification consists of removing the switch assembly from its mounting bracket. **Discard** the fixing nut, Part #JN 2111, and plain washer, Part #WM 0711. Refit the switch to its mounting bracket but first place a new plain washer over the threaded portion of the switch between the mounting bracket and the switch body, as shown in the attached sketch. Fit a new nut. This has the effect of increasing the clearance between the switch plunger and the brake pedal. The thicker nut will also act as a pedal stop.

REWARD for information leading to the return of a 1968 Spitfire Mark 3, stolen 5 July '69. Chassis no. FD.28114.LO, engine no. FE.24039.E, BRG, black interior/top, overdrive, Dunlop S.P. tires: Charles S. Merriam II, 4790 Washtenaw Road, Ann Arbor, Mich. 48104; tel. no. 313-434-3247.

CLASSIFIED

ITEMS FOR SALE:

Shell 4000 Rally Car. 1964 with aluminum body, dual Weber carbs, American Mags, limited slip differential, heavy-duty overdrive, many extras. In top shape. Asking \$2,700.00. Call Dave Hackett, Hackett Imported Cars, 615 Riverdale Ave., Westport, Conn. 203-227-1287.

Race-prepared TR-3. Your editor's 1960 #99. Complete racing machine with full-house G-3 cam engine, best suspension mods, late-model gearbox, oil cooler, twin fuel pumps, LSD, Minilite 5½ inch mags, Goodyear R-6's. Ready to race and win (nine National points in NE Div. to date) \$1,850.00 firm. Vast number of spares and used parts negotiable. Mike Cook, 90 7th Ave., Westwood, N. J., 07675. 201-666-0620.

TR-4 racing engine. Completely balanced, lightened, polished and hardened. F cam, headers, etc. 152 horsepower. \$600 or best offer. Mike Freedman, 1640 Coral Gate Drive, Miami, Fla. 33145. 305-448-7416.

Trailer. Single-axle, springless light-duty steel channel type. Suitable for Formula Vee or Ford, light sports-racing car, etc. \$100.00 Mike Cook (see address above).

ITEMS WANTED:

TR-4 hardtop. Ward Brauer 3rd, General Delivery, Monroe, N. Y. 10950.

TR-4A hard-top. Douglas Anderson, 22 Holt Ave., Glen Rock, N. J. 07452. 201-652-5372.

TSOA SUPERMARKET

OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon poplin zipper jacket with two white racing stripes. Mandarin collar style with side pockets, elasticized waist. Order direct from:

Louisville Manufacturing Company
P. O. Box 1436, Louisville, Kentucky 40201

Specify: small, medium, large, extra-large.....\$4.75

The following items are to be ordered from TSOA, Leonia.

TSOA T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, xl.....\$4.50
Local TSOA Club "Calling Cards".....FREE
List of Triumph Dealers and Distributors.....FREE
Replacement TSOA Badge.....\$1.00
GT-6/2000 Competition Preparation Manual.....\$2.00
TR-4, TR-4A Competition Preparation Manual.....\$2.00
SPITFIRE Competition Preparation Manual.....\$2.00
TR-250/TR-6 Competition Preparation Manual.....\$2.00
British Leyland HIGH ROAD Magazine.....\$6.00/year
Complete list of Competition Parts for all Triumphs.....FREE
TSOA Jacket Emblem.....\$1.00
(Club Discount — 1 Dozen).....\$10.00
Official Triumph Jacket Emblem.....\$.50
Triumph Competition Stickers, Mylar.....3 for \$1.00

Send Check or Money Order. No C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, 600 Willow Tree Road, Leonia, N. J. 07605. TSOA is a national organization of American sports car enthusiasts who own a Triumph or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.

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